

MINUTES

JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE

October 11, 2011 - 9:00 AM
Room 1228, Legislative Building

The Joint Legislative Transportation Oversight Committee met on Tuesday, October 11, 2011 at 9:00am in Room 1228 of the Legislative Building.

Senator Bill Rabon, Co-Chair presided.

The following members were present:

Senator James Forrester
Senator Malcolm Graham
Senator Kathy Harrington
Senator Ralph Hise, Jr.
Senator Neal Hunt
Senator Clark Jenkins
Senator Jerry Tillman
Senator Don Vaughan

Representative Phillip Frye, Co-Chair
Representative Grey Mills, Co-Chair
Representative Frank Iler, Vice-Chair
Representative James Crawford
Representative Rayne Brown
Representative Mitch Gillespie
Representative Bill Owens, Jr.
Representative Tim Spear
Representative Fred Steen, II

Excused absences: Senator Rick Gunn, Senator Warren Daniel, Representative Bill Owens, Representative Ric Killian

Staff members present:

Amna Cameron, Fiscal Research
Bryce Ball, Fiscal Research
Karlynn O'Shaughnessy, Fiscal Research
Giles Perry, Research
Wendy Graf Ray, Research
Lori Kroll, General Counsel

Will Tomlinson, Committee Clerk
Mary Hayes, Committee Clerk
Wanda Benson, Committee Clerk

Chairman Rabon called the first meeting of the Joint Legislative Transportation Oversight Committee of the 2011-2012 biennium to order and facilitated introductions of all members and staff of the committee. All members, staff and guests were welcomed by the Chairman.

PRESENTATION

Committee Charge
Giles Perry, Research Division

A copy of the Committee Charge presented by Giles Perry is included with these minutes as Attachment #1.

Summary: This sets out the duties of this committee that were added to statutes in 1989.

The committee duties include:

- Reviewing reports prepared by the Department of Transportation and other state agencies
- Monitoring the funds deposited in the Highway Trust fund, the Highway fund, and the general fund if that relates to this committee's work
- Determine if those funds are spent in accordance with law
- Determine whether revisions are needed in funding for any of the programs relating to Transportation
- Examining issues related to rail-roads
- Making reports to the General Assembly either at its regular session or short session.

The powers of this committee shall be liberally construed to provide for the maximum oversight by the Committee of all transportation matters in this State.

This committee also has the opportunity to review appointments to the Board of Transportation, once the Governor names those persons, for 30 days prior to the appointments becoming effective.

Chairman Rabon: Opened the floor for questions.

Senator Forrester: Are there any vacancies on the Board of Transportation at this time?

Mr. Perry: I do not believe there are any vacancies at this time.

Chairman Rabon: After seeing no further questions, Chairman Rabon thanked Mr. Perry and introduced the next presenter, Amna Cameron.

PRESENTATION

Department of Transportation Budget Overview
Amna Cameron, Fiscal Research Division

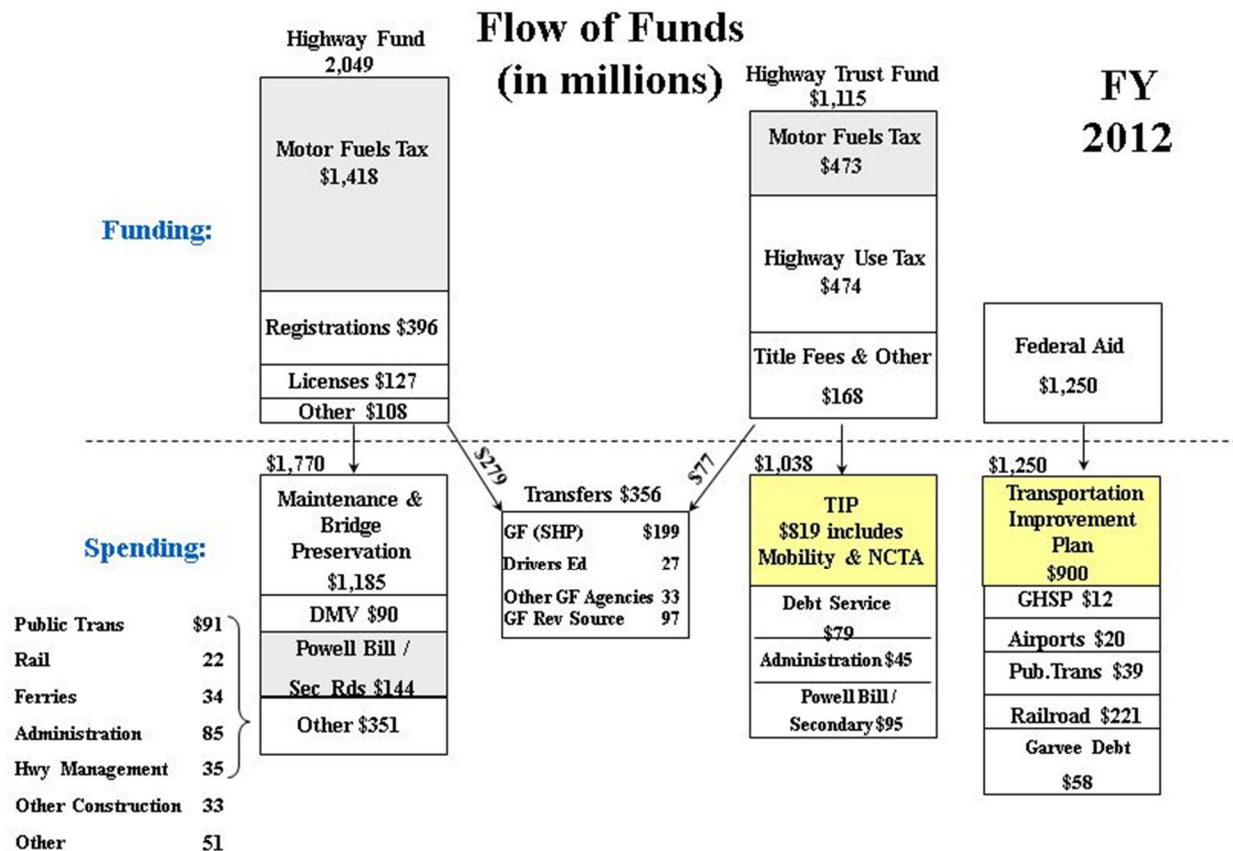
A copy of the Transportation Budget Review is included with these minutes as attachment #2.

Summary: Presented a brief presentation to review the Department of Transportation's budget structure. Also reviewed were the major actions from this year budget, and discussed main area's for oversight that committee typically reviews.

Budget Overview

Ms. Cameron presented and discussed a chart (below) that describes an overview of how money is spent within the Department of Transportation as well as where the money is generated.

Revenues for the Department of Transportation are made up of the Highway fund, which is typically used as the Maintenance fund; the Highway Trust fund, typically used as the Construction fund; and federal aid.



The most significant change from last year is the amount of revenues. The total budget for this year, including the federal funds, is \$4.4 billion dollars. This is an increase of \$442 million in state funds from last year. The federal aid side shows a drop because of ARRA funds. Last year, that chart had \$1.3 billion dollars in federal aid being received. North Carolina will continue to spend ARRA dollars this year, but those expenditures are not reflected on this chart.

Some of the major changes in comparison to last year, are revenues. If you look at the highway fund side, everything was stagnant including the registrations, licenses, and other DMV fees – except for the motor fuels tax, which is due to the higher gas tax.

On the Highway Trust fund side, a very small growth was seen in the highway use tax. This is a one-time 3% tax paid when buying or trading a vehicle. Typically, the highway use tax is the largest source of funding for the Highway Trust fund – however, those revenues continue to be down due to the recession.

In regards to DOT Spending, the number one priority of the legislative budget committee was maintenance. Bridges and re-paving (contracting resurfacing) were two of the main focuses within maintenance to get a longer life from our existing system.

Several significant changes have been made in the form of cuts to DMV and Ferries. In addition, the State Highway Patrol was transferred from the Highway fund to the General fund. TIP appropriations increased from \$621 million to \$819 million. In regards to transportation improvement, significant changes include the increase of federal dollars to rail roads from \$3 million to \$221 million for high speed rail, with less

funds being spent on Transportation Improvement plan, from \$1.1 billion to \$900 million because of the surge in rail spending.

Major Budget Actions

- Increased Privatization / Employee Consolidations
 - Net reduction of 392.5 positions over the biennium
 - Shift some pre-construction functions to the private sector
- Bridges and Contract Resurfacing
 - Fully replace 187 bridges
 - Repair over 1,000 bridges
 - System Preservation
 - \$100 million in base-budget
 - \$400 million will be spent over the biennium
 - 8,000 miles of road that will be resurfaced
- Ferry Tolling
 - Must begin prior to April 1, 2012
- Prioritization Process
 - Urban Loops removed from statutes
 - Will hear about this later in the meeting
- New DMV fee added of 3% on bulk data

Major Oversight Areas

- All budget actions and DOT's procedures implementing these actions
- Turnpike Projects
 - First toll road (Triangle Expressway), which is the beginning of the Triangle parkway
 - Other projects
- Federal Issues
 - Federal Highway Fund is insolvent, thus receives dollars from the Federal General Fund
 - States will receive cuts from the Federal government, possibly as soon as March
- Numerous reports and consultations required by statute that are discussed in this committee

Chairman Rabon opened the floor for questions, seeing none, the next presentation was introduced.

PRESENTATION

Department of Transportation Prioritization Process
Don Voelker, Director, Strategic Planning Office
Alpesh Patel, Strategic Planning Office
North Carolina Department of Transportation

A copy of the Prioritization Process presentation including the specific details of the models used is included with these minutes as attachment #3.

Summary: Update on three separate prioritization processes that are ongoing within the North Carolina Department of Transportation.

Mr. Voelker gave a brief overview of the presentation, and introduced Alpesh Patel, who will present the prioritization process on TIP projects and the mobility fund.

Strategic Prioritization of Tip Projects and Mobility fund
Alpesh Patel, Strategic Planning Office
North Carolina Department of Transportation

Mr. Patel's presentation is included with these minutes as Attachment #3.

The department is currently functioning under the second version of the strategic prioritization process, which was developed based on Governor Perdue's Executive Order #2 and #3 (2009) that created the Strategic Planning office and required that NCDOT use a stronger more transparent process, using professional decision making in determining project priorities and the addition of more accountability. The department has consulted input from subject matter experts, public stakeholders, local governments and data to create these prioritization processes. Their focus is to decide which projects are needed the most based on data and local input.

The process model includes several facets. Included in the model is quantitative data (safety, pavement condition, benefit cost, etc) but also input from the local Metropolitan and Rural Planning organizations, as well as "bonus points" that are awarded based on the amount the specific project improves connectivity were considered. In addition, various modes of transportation are scored differently based on the specific needs, benefit, and use. Over the next few months, the local entities and department staff will use the scores based on the prioritization process to rank the projects. The Strategic planning office will then use this data to draft the Department's 10-year work program. We have a \$45 million dollar gap based on future needs versus future revenue.

Senator Rabon: Yield to the floor for questions on this section of the presentation.

Senator Harrington: You have mentioned that you have sent surveys out to gain feedback on transportation. Can you give a little more detail on who has the opportunity to answer the survey?

Mr. Patel: We try to use technology to disseminate these surveys through our website. We also have used our local planning partnews, MPO's and RPO's, to help disseminate information and bring people to meetings such as the four input sessions we held in the fall.

Senator Hise: I believe you had said that the divisions that the MPO ranks, that they receive all the quantitative data before making their ranking decision. Because they adjust based on that, they're not necessarily segmented in to these percentages because they moved them based on subjective views of what they want than being based on what their ranking priority necessarily is.

Mr. Patel: That's a great question. You can only compare the project score in one tier against each other. In other words, state-wide projects only compare against other state-wide projects. Sub regional tier projects only compare against other sub regional tier projects. If I understand your question, we're trying to provide the state in a logical manner; we're first trying to provide the quantitative portion of the score in all three tiers to our local planning partners and the divisions. That helps inform how they want to expend the points, or how they want to rank the projects. So if they first know what the congestion

measure is telling them or the pavement condition is telling them then they can determine subjectively how they want to rank the project. So it's sort of in a sequential order.

Senator Hise: One other follow up – Under quantitative data, you also list economic competitiveness. Can you give us a sense of what makes up what you're looking at?

Mr. Patel: It's a new criterion that we've included in this second version of prioritization. It's something we've learned and have evolved the process for. We've procured a tool called Tredis, which is an economic analysis tool out of a company from the Northeast. About 40-45 organizations around the country are using this tool including other State DOT's to help measure the economic value added to the transportation project to their area. It's based upon the before and after effects of constructing the project in a local economy. So we're looking in to the future – not the aggregate total of all the jobs from the time that project was constructed to the end of it, but if you don't have the project there today, what is the economic condition. Then once you have the project constructed in to the future, that future date, what kind of economic value was added to the area. What companies decided to stay in that area because the project was constructed? What jobs were created because that transportation project was invested in to that local economy? You can only compare the results to other projects from that local or regional area.

Senator Hunt: Let's say you have a project, that you've already acquired the right-of-way, and after all your analysis you determine that maybe it's not a viable project. What do you do then, since you've already invested in to the project?

Mr. Patel: I believe it's a case-by-case process. We don't have a template that we use the same time to answer that question, we take it on a case-by-case basis. What I would say, is that if there is a project that it seems that maybe the data has proven that its not worthy of moving forward even if the right-of-way has been acquired, then we might just keep it on the shelf. We may use it as a candidate to be re-prioritized two-years later. Our prioritization process works on a two- year cycle.

Senator Hunt: Have you run across a situation like that?

Mr. Patel: Nothing comes to mind.

Representative Steen: Concerning three grade separation crossings in our area that have showed up on the radar for DOT to put out the bid, but it bypasses other TIP requests for grade separations along the same corridor. So does the AARA money have different priorities over the scoring of highway projects?

Mr. Patel: Yes, the AARA was for "shovel-ready" projects that needed to be built very quickly. So our prioritization process is mainly focused on a future wave of projects that are coming ten years down the road. AARA was a short-term cash infusion for those "shovel-ready" projects, and we're looking at ranking the projects that further down in the back part of our work program.

Representative Steen: Follow up. I don't understand how they could be "shovel-ready" when they weren't even on the radar and we've been planning other grade separations for ten or fifteen years. It sounds more like a "rusty shovel ready" project. I don't understand how this works, but I would be happy to discuss this later with you if we could.

Mr. Patel: If there are specific grade crossing projects that you're referring to, I may defer to a presenter who is coming later, Paul Worley with our Rail Division, he would probably have a better answer than I would.

Representative Iler: What is a TAC and how exactly does it fit in with the MPO's and the RPO's.

Mr. Patel: Just to give you a framework, the Metropolitan Planning Organizations are federal designated entity's that typically have two committees associated with them. They have the power of the federal government to help with transportation decision making and setting priorities in the local area. The two committees that support the MPO process are the Technical Coordinating Committee, made up of a lot of city engineers and technical staff, and the Transportation Advisory Committee, which is made up of the local elected officials. The Rule Planning Organization, which are state-supported, have mostly the TAC and TCC structure.

Chairman Rabon: On the report that's coming out on the 15th. I was noticing the waiting on different items, and I saw that light rail gets 100 points and passenger rail gets 100 points, whereas ferries get 25 points. I would just ask that you explain the thinking behind this. It seems that light rail represents a microcosm gets 100 points, where ferries represent a similar microcosm are getting 25 points. I see some discrepancy there.

Mr. Patel: I think you're referring to the sliding scale, which is associated with the mobility fund and I'll get in to that in just a few minutes.

Seeing no further questions, Mr. Patel transitioned to the Mobility Fund portion of the presentation.

Mobility Fund signed in to law, with Session Law 2010-31, Section 28.7.

- Fund transportation projects of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation.
- Department shall establish project selection criteria in collaboration with six key planning partners
 - MPO
 - RPO
 - League of Municipalities
 - Association of County Commissioners
 - Metropolitan Mayors Coalition
 - Councils of Regional Government
- Preferential consideration to projects qualifying for Congestion Relief and Intermodal Fund.
- Initial project funded: Yadkin River Bridge Phase II

Used criteria as a screening tool, to make sure we got the most needed projects to be eligible to receive this money:

- Be on Statewide or Regional Tier facilities
- Be ready for construction within 5 years
- Be identified on an adopted long-range transportation plan; must be consistent with local land use plans (where available).

- Be in a conforming air quality plan in a non-attainment or maintenance areas.
- Be for capital expenditures only; Maintenance, Operational & Planning costs ineligible.

Three main criteria were used for ranking the projects:

- Mobility / Congestion
- Multimodal / Intermodal
- Intermodal Fund – Preferential Consideration

Changes were made during the 2011 Legislative Session, which required “Preferential consideration for projects eligible for Congestion Relief and Intermodal 21st Century Funds.” Financial support was reaffirmed by the General Assembly, with \$31 million in FY 12 for Yadkin River Bridge Phase II in addition to the creation of a reserve fund so that further projects funded within the Mobility Fund could begin in FY 14.

In response to the legislative session, we adjusted the criteria based on the required changes that were made by the General Assembly. Changes were presented to the Board of Transportation, which were adopted in September 2011. Today, we’re presenting to you the final mobility fund report as well as the final mobility fund selection criteria for your review. Next spring, we hope to start soliciting projects for scoring within the mobility fund.

The final recommendation includes project selection criteria and weights. It decreased from three to two, with an increased emphasis on travel time savings to 80% of the score. We want to measure the degree of congestion to its greatest extent account for that degree of congestion. Additionally, it divided the cost to the mobility fund – thus, if a local community can contribute to a project, it would increase the scoring of a project. The final 20% of the criteria is represented by the impact of that project with the inter-modal/multi-modal system and a sliding scale made up of the amount of impact of moving people and goods.

Mr. Patel yields to Don Voelker’s portion of the presentation regarding Urban Loop Prioritization.

Urban Loop Prioritization
Don Voelker, Director, Strategic Planning Office
North Carolina Department of Transportation

Mr. Voelker’s presentation is included with these minutes as Attachment #3.

The urban loop program was created in 1989; however, as of 2009 only 140 miles had been opened to traffic leaving 200 miles uncompleted bearing a cost of near \$8 billion dollars. Because of financial constraints, it would have taken 50 years to complete the planned urban loop projects. Due to these constraints, a prioritization process was needed before further urban loop projects could be constructed.

As of 2009, 25 urban loop projects remained. To develop the prioritization process, feedback was collected from around the state. Once the criteria were created, a consensus was received from all 10 major metropolitan areas and a 10-year plan was developed.

The methodology, data, and more information can be found at:

<http://www.ncdot.org/performance/reform/prioritization>

After completing the urban loop prioritization analysis, some projects that were given high benefit scores were ranked lower due to the higher cost, which resulted in DOT working further with urban area staff to determine the most important and needed segments of the various projects. The prioritization ranking does not necessarily define the order in which the construction of the projects begins due to many factors, which include land purchases, federal funding, public need, and bid prices. GARVEE bonds can also be sold against future federal revenues for up to \$300 million in regards to urban loop projects in FY 2016 and beyond.

Section 28.43 (a), G.S. 136-180 directs NCDOT to designate Loop projects and continue a prioritization process. Continue funding for:

- Charlotte (I-485)
- Greensboro (I-840)
- Wilmington (I-140)

Representative Iler: In regards to the bypass projects that are effected by GARVEE bonds and other alternative funding - What effect is potential tolling having on accelerating these projects?

Mr. Voelker: After DOT determines the feasibility of tolling those projects and depending on the outcome, if the loop revenues are increased by tolling, that would certainly be a case to move up the project in the “batting order.”

After seeing no further questions, Chairman Rabon introduced the next presentation. He also commended DOT for their response to Hurricane Irene.

PRESENTATION

Hurricane Preparation and Recovery
Terry Gibson, State Highway Administrator
Jon Nance, Chief Engineer of Operations
North Carolina Department of Transportation

This full presentation is included with these minutes as Attachment #4.

Mr. Gibson opened this presentation by giving general remarks regarding DOT’s commitment to always increasing the level of service and response after analyzing past disasters. He then introduced, Jon Nance, Chief Engineer of Operations, to give the update on Hurricane Irene.

Mr. Nance opened his presentations by explaining one of DOT’s core missions, which is emergency response. Some of the emergency response situations that DOT may deal with include Ice Storms, Snow Storms, Heavy rain and flooding, Hurricanes, and Tornadoes.

During disasters, NCDOT is tasked with:

- Maintaining all state-owned highways

- Providing access for emergency personnel
- Allowing egress to the public
- Removing and disposing of vegetative debris along state maintained roadways

The Department of Transportation's preparation and response procedures to Hurricane Irene can be found as **Attachment #4** included with these minutes.

Hurricane Irene was predicted to hit as a Category 2 or 3 storm, but made landfall on Aug 27 near Cape Lookout as a strong Category 1, leaving six people dead and causing widespread flooding and damage.

The Department of Transportation began responding to Hurricane Irene five days before landfall and intensified their efforts moving forward. Evacuations then began three days before landfall. NCDOT's communication Office used the media as well as social media outlets (Facebook, Twitter, Flickr) to communicate with and inform the general public throughout Irene and NCDOT's recovery efforts by way of interviews, news releases, text updates, as well as photographs and videos.

Within 24 hours of landfall, NCDOT began assessing damage of roads, bridges, and debris throughout the right of way. Additionally, maintenance workers from as west as Winston-Salem were mobilized to the east to help begin repairing damaged property as well as clearing debris. Two days after landfall, engineers and hydraulics experts were flown out to the disaster sites further assess damage and plan repairs.

Mr. Nance explained that the re-opening of N.C. 12 is the pinnacle of how NCDOT is able to respond to natural disaster destruction. Work began on N.C. 12 after obtaining construction and environmental permits within three days. The Temporary Bridge was built in 33 days, with the work being fully completed in 44 days. The Bridge, N.C. 12, was opened to traffic on October 10th.

NCDOT has Memorandums of Agreement which allow reimbursement by FEMA for the work that gets done. Additionally, NCDOT has 38 Memorandums of Agreement with the local governments to accelerate debris removal on secondary routes.

Senator Hise: Is NCDOT taking a serious look at increasing the weight limits of transporting agriculture products during the time of a disaster?

Mr. Nance: Currently, the process we have in place is focused on emergency response. The bridges that are posted out there, that does not change. Any trucks that are heavier than what is allowed on that particular roadway cannot cross a bridge that is posted, because it damages the bridges. We surely do not want to create additional emergencies while we're trying to respond. Any activity, such as heavy equipment, generators, supplies to hospitals, and things like that – if trucks can be loaded to a legal weight that exceeds some of our postings on roads, that's allowed. Our permitting section helps them get around the posted bridges. They cannot go over posted bridges. Agricultural, there's been a lot of talk about that. The question is: Is it critical to emergency response? Right now, the only conditions we allow flexibility is if it's critical to emergency response.

Senator Tillman: Your emergency and my emergency might be different. If I'm a farmer, and I've got hundreds of thousands of dollars worth of crops out there, and I can't get it moved to a safe warehouse – I see that emergency situation directly hurting farmers, their jobs, and their livelihood. I don't think we

have taken a good look at that and I don't think anything was done to help those farmers get their crops out of the fields and in to safe areas as far as weight limits.

Mr. Nance: I know that all we're allowed to do is emergency response. If someone asks a question about the impact to our system, we can certainly respond to that. We have been called in, in a few occasions for things such as generators for barns and power outages; however, that is the extent of which we have been involved.

After seeing no further questions, Chairman Rabon introduced the next presentation.

PRESENTATION

Budgeting for Natural Disasters and Other Weather Events

Mark Foster, Chief Financial Officer

North Carolina Department of Transportation

Summary: How the North Carolina Department of Transportation anticipates and accounts for storms and emergencies financially.

This full presentation is included with these minutes as Attachment #5.

The Federal Emergency Management Agency (FEMA) and the Federal Highway Administration (FHWA) provide incremental dollars to the Emergency Relief Programs, that are not included with the Federal Funding NCDOT already receives to cover natural disasters and catastrophic events. State dollars are required to be spent on emergencies before any federal reimbursement takes place, which could take several years. The state typically spends about 30% of the total costs.

Some factors that are considered when deciding eligibility for Federal Emergency Response Funding include Emergency Declaration by the Governor and/or President, cost recovery assessment, type of event, and the severity of the damage. Additionally, the amount of time to prepare and repair is a consideration on the amount of federal dollars reimbursed. NCDOT makes a strong effort to receive as much federal reimbursement as possible. Since the Fall of 1996, North Carolina has experienced 33 major disasters, on average about 2 per year, with the Federal Government reimbursing 71% of the total costs. Currently, NCDOT is owed \$20 million in federal reimbursements and \$30 million of anticipated reimbursements.

Undeclared Disasters include snow and ice removal and operations, and are budgeted for FY2012 at \$50 million. \$10 million is unallocated to fund unforeseen disasters. If additional funds are needed for disaster management, the funds come out of the maintenance budget.

After seeing no questions, Chairman Rabon introduced the next presentation.

PRESENTATION

Update on High Speed Rail

Paul Worley, Director, Engineering & Safety Branch of Rail Division

North Carolina Department of Transportation

This full presentation is included with these minutes as Attachment #6.

The North Carolina Department of Transportation have accepted three grants for High Speed Rail Improvements. The grants accepted include The Piedmont Improvement Program (FRA) of \$545 million (100% Federal), the Sugar Creek road Grade Separation (FRA) of \$22 million (80% Federal), and Raleigh to Richmond Planning & PE (FRA) of \$4 million (51% Federal).

The Piedmont Improvement Program is modernizing highway bridges and railroad tracks, improving safety, and to build for future needs. It will include the building of new railroad tracks and bridges, the improvement and expansion of stations and buildings, and the purchaser and refurbishing of passenger coaches and locomotives that are required for state expansion. With the building of new bridges and tracks, NCDOT will also be making improvements to intersections on major roads and enhancing the safety of the traveling public. A majority of the construction activity will be occurring between 2013 – 2016. The construction will be complete and final payment received from FRA no later than September 30, 2017. The Sugar Creek Road Grade Separation grant project will be building a new bridge on Sugar Creed Road in northeast Charlotte, which is the busiest at-grade crossing in North Carolina.

Representative Steen: When will the work begin on the corridor in my district?

Mr. Worley: That should take place next year. We're doing that process the same way as we do with right-of-way for our other DOT projects; NCDOT right of way branch is managing that.

Representative Steen: Why did some of these grade separation crossings not go through the local MPO for approval?

Mr. Worley: Because we had some that met criteria for the double track. We had some that were through a number of different processes. In some cases, when we added a second track, we weren't able to have the roadway geometrics to have an at-grade crossing there. As a part of the double track project, we built the grade separation. For instance, that's one we're doing at Kimble Road.

Representative Steen: The double tracking is going to cost about \$200 million, but there were at one time double tracks already. Are you widening that gap between the two tracks?

Mr. Worley: We're building a modern railroad as the track centers have changed since that railroad was originally built. There are different issues with clearances regarding different railroad traffic, so we have to build that to a new standard. Also, we're building and flattening curves so we don't have the railroad making sharp turns and so that it can fit in with the community the best way.

Representative Steen: When will see the trains reaching 75-80 MPH going through our towns on the corridor?

Mr. Worley: That is yet to be seen. Right now, we're building the capacity for the trains. There are technological issues that are on track to be overcome. You must have the track capacity and safety in order to accommodate these future upgrades.

Representative Steen: What will the cost of operating and maintaining this system be in the future years?

Mr. Worley: As far as our operations, we're currently at \$8.7 Million per year, the third frequency that we've added is around \$700,000; for a total of \$9.4 Million. When these trains come online in 2017, we're looking at around \$14.7 Million. Currently, for maintenance of the track, we pay approximately \$2 Million dollars a year, with expected \$3.0 Million in 2015-2016, and \$4.5 Million the following year.

Senator Rabon: Please supply the committee with hard copies of that data.

Senator Hise: In regards to the Raleigh Grant that we've just received, what are the overall costs involved with this project and for this grant, including planning and preliminary engineering?

Mr. Worley: We will provide the breakdown of all those costs to the committee.

Senator Harrington: You have a new maintenance facility in Charlotte and an expansion in Raleigh, do you have any plans to do anything at either one of those stations?

Mr. Worley: Yes. We're in the process of planning and doing some preliminary engineering in Raleigh, a very interested concept that we're real excited about and are talking to various stakeholders about. In Charlotte, we have been working on that for a number of years (Charlotte Gateway Station), being able to move that station downtown. We continue to progress the planning, engineering, the engagement of the stakeholders and trying to build partnerships so that we can get these projects built.

After clarification questions, Chairman Rabon moved the committee in to discussion.

Committee Discussion

Possible discussion topics for the duration of the interim:

- Rubber and Re-Tread
- Emergency Relief
- Conforming Air Quality Plan
- North Carolina Rail Road
- North Carolina Ferry Division
- Short Line Rail Road
- Drivers Education Fees
- Eminent Domain and NCDOT

The next meeting of the Joint Legislative Transportation Oversight Committee will be Friday, November 4th, 2011 at 9:00 AM.

Senator Bill Rabon, Co-Chair

Representative Grey Mills, Co-Chair

Representative Phillip Frye, Co-Chair

Will Tomlinson, Committee Assistant